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CAMPUS HIGH SCHOOL SITE ALTERNATIVES

The following report outlines four alternative schemes for the Madison Park Campus High School site. The design schemes concern principally the area between New Dudley Street, the Southwest Expressway frontage road, the Inner Belt, and existing Cabot Street.

For this phase of the sketch problem, certain properties were assumed to be retained. These include:

1. Saint Francis DeSales Church: The existing facilities of this parish, including the parish church, the grammar school, the rectory and convent, occupy 1.3 acres of land.

2. Industrial Properties on Simmons-Hampshire Streets: The main industrial building complex is located on the east side of Simmons Street and contains approximately 300,000 square feet of gross floor area. The building is fully occupied by 17 firms which employ approximately 500 persons. Three other buildings are located between Simmons and Hampshire Streets, have a total of approximately 175,000 square feet of floor area, and contain 9 firms employing an estimated 275 persons. In total the area contains approximately 475,000 square feet of industrial space occupied by 26 firms employing an estimated 775 persons.

3. Whittier Street Housing Project: This project occupies 3.6 acres and contains 200 units with an approximate population of 800 persons.

4. George B. White Fund Health Unit: This building is in good condition and contains medical and dental facilities as well as offices for a number of social and public agencies. Should the facility be given up by the Health Department, the adjacent housing project would like to use it for its social and community activities.

5. Boston Edison Sub-Station: This facility is located on the corner of Hampshire and Linden Park Streets.

Site Alternatives

Each of the four site alternatives is briefly described below. The attached table summarizes proposed areas by use.

It is our recommendation that Scheme "D" be accepted as the preferred scheme. This scheme allows the continuation of the existing Hampshire-Simmons Streets industrial properties, with the addition of off-street parking facilities and a separate service road system, but does not make a commitment for new industrial uses. It thus avoids possible future relocation problems should the existing Hampshire-Simmons industrial use be discontinued or abandoned in the future.

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Site Alternatives

Each of the four site alternatives is briefly described below. The attached table summarizes proposed areas by use.

It is our reccmmendation that Scheme "D" be accepted as the preferred scheme. This scheme allows the continuation of the existing Hampshire-Simmons Streets industrial properties, with the addition of off-street parking facilities and a separate service road system, but does not make a commitment for new industrial uses. It thus avoids possible future relocation problems should the existing Hampshire-Simmons industrial use be discontinued or abandoned in the future.

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In each scheme, the following proposals remain constant:

1. Campus High School Area: A total of approximately 44.2 acres is available for development for the Campus High School.

2. Saint Francis DeSales Church: An additional acre is added to the church property for playground and parking space. Access to the church property (which could also serve as an access to the High School) is from New Dudley Street, with a turnaround provided adjacent to the convent.

3. Ruggles Street Recreational Area: The area northeast of the Whittier Street project, between the project and the Inner Belt, contains 1.6 acres and is proposed for recreational use by the housing project residents. Use of this area for recreational purposes by the High School would also be appropriate. Ruggles Street is closed off to allow direct pedestrian access to this area.

4. Commercial Facilities: The triangular area at the intersection of New Dudley Street and the Southwest Expressway frontage road, containing 2.0 acres, is proposed for general retail commercial use (small shops, restaurants, etc.). This commercial area would be located along the main pedestrian access to the High School from the proposed MBTA Station on Tremont Street.

   A second commercial area, of convenience type stores, is proposed adjacent to the housing project on Whittier Street and the frontage road. This area contains approximately .6 acres and would serve principally the project and the nearby industries.

5. Simmons-Hampshire Street Industrial Properties: A ring-type service road is proposed to serve the existing industrial properties to remain. This road would give access to the Expressway frontage road only and would be completely separated from pedestrian access to the High School.

Scheme "A"

Scheme "A" retains the existing park area and pool adjacent to the White Fund Building for use by the project residents. The area between this park and the frontage road would be developed for approximately 1.1 acres of small industries and the small retail area serving the project. The area between Hampshire Street and the frontage road is proposed for employee parking for approximately 255 cars. Two separated ring-road systems serve the industrial properties and the housing project.

Scheme "B"

In Scheme "B" a portion of the Vernon-Hampshire-Whittier block and the park area adjacent to the White Fund Building is converted to light industrial use (for a total additional space of 1.8 acres) and a portion of the block northwest of the White Fund Building is proposed for recreational use. This scheme concentrates the industrial use along Vernon Street and the recreational area

adjacent to the project. In addition, Whittier Street is closed in this scheme, allowing uninterrupted access from the project to the adjacent proposed recreational area; and Cabot Street is connected directly to Vernon Street with the provision that industrial traffic not be allowed on the Cabot Street extension.

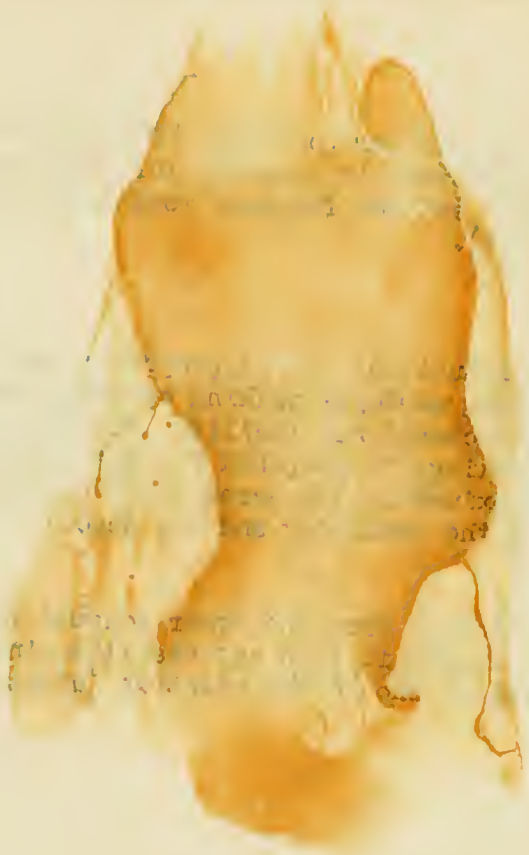
Scheme "C"

This scheme is basically similar to Scheme "B", with the exception that the area fronting on Vernon Street is proposed for employee parking and the block between Hampshire Street and the frontage road is proposed for industrial use (approximately 1.4 acres).

Scheme "D"

In this scheme no new industrial use is proposed; the only addition to the industrial property being employee parking between Hampshire Street and the frontage road. A new recreational facility, such as a swimming pool / skating rink, with adjacent parking, is proposed for the area between the industries and the project. Approximately 3.4 acres would be available for this facility which could serve both the community and the school. The road system is similar to Scheme "A".

Scheme "D" differs basically from the other schemes in that in not proposing additional industrial usage, it does not stabilize industrial use in this area and presents less problems should the existing industries be abandoned at a future date.



CAMPUS HIGH SITE ALTERNATIVES	Area (Acres) "A"	"B"	"C"	"D"
CAMPUS HIGH SCHOOL	44.2	44.2	44.2	44.2
ST. FRANCES DE SALES				
Existing Area	1.3	1.3	1.3	1.3
Proposed Additional Area	1.0	1.0	1.0	1.0
Total Proposed Future Area	2.3	2.3	2.3	2.3
RECREATIONAL-PARK				
Existing or to Remain (White Fund)	2.0	.9	.9	.9
Proposed: Ruggles St. Area	1.6	1.6	1.6	1.6
Whittier St. Area		.4	.4	3.4
Total Proposed Future	3.6	2.9	2.9	5.9
RESIDENTIAL (WHITTIER ST. PROJECT)	3.6	3.6	3.6	3.6
COMMERCIAL (Incl. Parking & Servicing)				
Proposed: Project Area	.6	.6	.6	.6
General (New Dudley St.)	2.0	2.0	2.0	2.0
Total Proposed Future	2.6	2.6	2.6	2.6
INDUSTRIAL				
Existing	3.9	3.9	3.9	3.9
Proposed: Simmons St. Area	.4	.4	.4	.4
Vernon or Hampshire St.	1.1	1.8	1.4	
Total Proposed Future	5.4	6.1	5.7	4.3
PARKING (INDUSTRIAL)				
Existing to Remain	.6	.6	.6	.6
Proposed Additional (Hampshire or Vernon St.)	1.4	1.4	1.8	1.4
Total Proposed Future	2.0	2.0	2.4	2.0
(Cars @ 350 ⌀ / car)	255	255	310	255
	Persons			
EMPLOYMENT (INDUSTRIAL)				
Existing	775	775	775	775
Estimated Additional	85	115	135	0
Estimated Future Total	860	890	910	775